

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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Vincennes (417) Reporting

By CHARLES MILLER

Congratulations are in order for employees of E. Bierhaus & Sons, wholesale grocers of Vincennes, as they have authorized this local union to represent them. We are now waiting for the board to set up an election.

The following contracts are now open: Lumber Yards, Pepsi Cola, Vincennes Transfer & Storage Co. and Tip Top Creamery Co.

Contracts recently settled are as follows: City Freight, Coca-Cola, Over-the-Road, Cunningham Dairy Co. These contracts were settled with nice increases in wages and other concessions to our members.

I wish to extend thanks to Brothers Ed. Thomas, Wm. Gendron and Norman Anson, who have served very efficiently on their respective Negotiating Committees.

We have completed organizing Newland Transfer and Williams Truck Service of Lawrenceville, Ill. Let's all get behind these drivers now that they are brother Teamsters.

The office staff, the entire Executive Board and myself wish each and every member and their families a prosperous New Year.

If you know of any member not receiving this paper, please notify this office and we will see that they start receiving it.

We wish to extend our sympathy to Brother Welding of Lawrenceville, Ill., whose father recently passed away.

Wish to congratulate Brother Charles Ennis of Washington, Ind., for accepting the steward job at Washington Tip Top Creamery. Let's all give him our full support.

We note by the newspaper that Brother Floyd Tapley of Tip Top recently rendered a helpful deed to auto wreck victims near Lawrenceville, Ill. Keep up the good work, Tap.

We would like for the stewards at each plant to send news about our members and families to be put in this paper.

Brother Ernest Waldrop of Rogers Cartage Co. was recently discharged from the hospital. You just can't keep a good Teamster down.

Mr. and Mrs. Mike Tabler recently announced the arrival of a new boy. The father is one of our many good private truck owners.

Have just completed signing up employees of the Ebner Ice & Cold Storage Co. of Olney, Ill.

Just a reminder—let's all patronize firms employing union members, because when doing this we are helping ourselves grow stronger.

To our Washington membership—when you need hauling done, call Brother Cletus Riggins and get the job done union.

Chambers, Williams, Murrin Re-elected by Joint Council Of Central Indiana Drivers

Thomas E. Flynn Denounces Leaflets of T-H "Benefits"



Urging all Teamsters to consider the source of propaganda which is being mailed to them by their employers, purporting to list "advantages" for working people in the Taft-Hartley Act, Thomas E. Flynn, assistant to International President Tobin, says:

If the law did benefit working men, would employers be spending thousands of dollars to tell them about it?

Certainly not. The law benefits the employers and the employers want to keep it. They know they will lose the law if labor turns out in 1948 to defeat the congressmen and senators who enacted it.

So they are attempting to convince labor that Congress did them a favor and protected working men by its legislation restricting strikes and union organization.

Everybody knows that the Wagner Act benefited labor. But when it passed, did employers write personal letters telling their workers the advantages the law had given them?

They did not! Instead they fought the Wagner Act bitterly in the courts and tried to nullify or amend it in every way possible.

They have succeeded in the Taft-Hartley Act. That's why the employers are spending their money to retain it and to make it still more severe.

Drivers Council Supports Sawochka in Gary Strike

The Indiana State Drivers Council, representing 30,000 union Teamsters in Indiana and headed by Steven Toth, of East Chicago, has voted full moral support to Auto Specialty Workers No. 242 in its strike against the Gary auto dealers.

In this action the Council is joined with a united front of AFL labor in Lake County of more than 56,000 members, including the Central Labor Union, Lake County and Gary Building Trades Councils and nearly 100 local unions of bakery workers, building service employees, retail clerks, radio techni-

(Continued on page 3)

Nominated Without Any Opposition

Election Next Meeting
to Name Trustee for
Three Years for
J. C. 69 of Teamsters

O. B. Chambers, head of Teamsters Local 759 in Kokomo, was re-elected President of Teamsters Joint Council No. 69 at the regular monthly meeting held by the Council at 28 West North Street, December 12.

Three other officers, Leo Bauer, of Local 233, Vice-President; Emmett J. Williams, Local 135, Secretary-Treasurer, and Gale Murrin, Local 144, Terre Haute, Recording Secretary, were re-elected at the same time.

Re-election of these officers was by unanimous nomination without opposition.

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Mel Atkins Wins No. 193 Election

In the recent election conducted by Teamsters Local 193, Indianapolis, the following officers were elected:

Mel R. Atkins, President;
Charles Eskew, Vice President;
Maurice Day, Secretary-Treasurer;
Donald Wright, Recording Secretary;
Charles Steinhaver, three-year Trustee;
Palmer Clifton, two-year Trustee;
L. S. Wisenberger, one-year Trustee.

MALARNEY'S NEW OFFICE

Robert D. Malarney, attorney, who specializes in Labor Relations Law, has moved into a new office in room No. 503, K of P. Building, Indianapolis. His new telephone number is LIncoln 7804.

Rhoads Re-elected to CLU

EVANSVILLE—Lloyd Rhoads, secretary-treasurer of Taxicab Local 11 of the Teamsters Union, has been re-elected first vice president of the Central Labor Union here.

His re-election was by nomination without opposition, as in a previous election, in which he was nominated to the post unanimously.

Fred Marshall Is Re-elected

Fred Marshall has been re-elected president of the big Teamsters Local No. 135, Indianapolis.

His election is for five years' duration, and succeeds a presidency of equal length, which he started serving in 1942.

Marshall has been a member of Local 135 since 1931 and for eight years was employed by the TransAmerican Freight Lines, Inc.

Other officers re-elected were Ed Foster, vice president, and Tommy Helm, recording secretary, both for five years, and Rolland Hopp, trustee, three years.

New Contracts

Local 135 has signed a new contract for its members employed by Trimble Corners gasoline and tire stations, granting increased pay and improved working conditions.

(Continued on page 3)

GARY TEAMSTERS ELECT OFFICERS

GARY—The new secretary-treasurer of the Teamsters Local 362 here is Jerome Carroll, former vice president, who was nominated without opposition to succeed Ray DeRolf, who resigned to go into business.

President Roscoe Colby was nominated without opposition to retain the position and Bernard Walsh was nominated without opposition to succeed Mr. Carroll as vice president.

Henry G. Willing retains his position as business representative, by nomination without opposition. The union's two other business representatives, Harry D. Cole and William Sullivan, were not up for re-election at this time.

Thomas Downey was elected recording secretary and Irwin Hasselbring three-year trustee.

America's Worst Enemy

Eighteen months ago the National Association of Manufacturers played the American people for suckers. In full-page ads published throughout the country, the NAM said: "If OPA is permanently discontinued, the production of goods will mount rapidly and, through free competition, prices will adjust themselves to levels that consumers are willing to pay. . . . Supply will quickly catch up with demand. Prices will be fair and reasonable to all."

Congress destroyed price control at the request of the NAM and other big business organizations, the "Southern Teamster" points out, adding that:

The result of that calamity has been felt by every family. Living costs have shot up more than 25 per cent. Retail food prices have skyrocketed about 45 per cent.

Inflation was let loose on the country and prices are shooting through the sky. At the present time, living costs are rising at an annual rate of 16 per cent. Retail food prices are going up at a rate of more than 30 per cent a year and rents 12 per cent. Government economists expect living costs to rise more than ten per cent in the next four to six months.

The present uncontrolled inflation is the direct result of the government's surrender to the NAM. The only beneficiaries of inflation have been the profiteers and speculators. Corporate profits after taxes are about double the wartime level and quadruple the 1936-39 level.

Now the NAM, in a new series of full-page ads, puts the blame for inflation, not on big business which wrecked price control, but on the people. Its opening ad, eye-catchingly titled, *Don't Wet Streets Cause Rain*, says that "inflation comes when the flow of money into the markets is greater than the flow of goods into markets."

That's a \$2 way of saying that supply is not in balance with over-all demand. But that was the case back in mid-1946 when labor and consumers fought for the retention of price control until major shortages were eliminated. Since that time, production has gone up less than ten per cent, but business and industry raised wholesale prices by around 50 per cent.

Big business has been profiting from inflation, gouging consumers for every penny they have. And prices will continue to rise until the profit is taken out of inflation. That requires price control, an excess profits tax and consumer subsidies so that prices can be rolled back. It requires rationing so that the supply that is available can be distributed fairly.

But the NAM's answer to the inflation problem is lower taxes for corporations and no wage increases for workers. This would mean still greater profits and a greater acceleration of the price spiral. It would leave workers whose real wages—what they can buy with their pay envelopes—have been falling with no defense against uncontrolled inflation.

The NAM apparently believes that you can fool all of the people all the time. Having brought on a disastrous inflation through its greedy drive for profits, the NAM now says that the way to fight inflation is to "increase" production. But industry is working at capacity today. The monopolies, particularly in steel, have stubbornly refused to expand their capacity.

As a matter of fact, in shoes and other industries, where production has fallen because consumers have been priced out of the market, prices have not gone down. On the contrary, they have kept going right up.

The NAM argues that trying to combat inflation by controlling prices is "putting the cart before the horse." But if prices are controlled and profits are controlled, the inflation spiral can be halted and reversed. Following the NAM line of longer hours, no wage increases and lower taxes for corporations can only lead to a catastrophic inflationary explosion. That would provide a favorable opportunity in the midst of mass unemployment, for the NAM to press for its primary goal of lower wages and lower living standards for all workers.

Greed and NAM

The present attempt of the National Association of Manufacturers (NAM) to deny that higher prices resulted from ending price controls shows just how far business will go to mislead the public.

When NAM campaigned for removal of price controls, it ran ads assuring the public that once controls were off, prices would only rise in a few commodities and then all prices would level off under the law of supply and demand.

Labor opposed, saying the backlog of orders resulting from years of slack civilian goods production would put demands far above supply, and prices would rise. That is exactly what has happened.

Now the NAM is trying to tell the public, which has suffered skyrocketing prices under the NAM policy Congress adopted, that these price rises didn't result from ending controls.

It proposes, of all things, a reduction in income taxes so business can use more funds for capital investment. In short, NAM wants business to have more money to dump into investments at a time when the abundance of money is keeping prices higher and pushing them higher.

The NAM seems to be working on the same theories the fabulous Indian princes operate. They seem to feel that if business can add billions to their wealth, the trickle of goods to the millions of peasants may get a little heavier.

Is there any end to the greed of the NAM?

—Northwest Teamster.

Fred Marshall Is Re-elected

(Continued from page 1)

All mechanics in barns represented by Local 135 are affected by a newly-signed contract, which gives them a substantial wage boost and better conditions.

A blanket gasoline-hauling contract has been signed by Local 135 with Sprout and Davis, Petroleum Haulers and the Producers Transport Inc., giving the union members increased pay and improved conditions.

Negotiations

Local 135 is now conducting negotiations looking to new agreements covering its members employed by the Linde Air Products Co.—inside workers—Cluquot Club Central Bottling Corp., Canada Dry Ginger Ale, Inc. and Railway Express.

Welcome Back, Ray!

Ray Friehtuhler is back at his position as business representative of Local 135 and is feeling a lot better after his recent illness.

Notice, 135 Members

Regular meetings of Local 135 are held the second Tuesday of the month at 8 p. m., at 28 West North St.

Approve Hike In Taxi Fares At Fort Wayne

FORT WAYNE — Three Fort Wayne taxi companies had legal sanction last week to raise the point-to-point taxi fare from 50 cents to 60 cents.

The increase was granted by the city council after drivers for the companies—members of Teamsters Local No. 414, headed by Pat Hess—were granted an increase of \$8.50 in their pay-day minimum along with 42½ per cent of all fares over \$20 per day.

Mr. Hess said the minimum guarantee was the second highest in the nation, being topped only by the \$9 rate in San Francisco.

Garrett Elected By Milk Drivers

GARY—John Garrett has been elected president of the Milk Wagon Drivers and Dairy Employees of Lake County, Local 835, with votes cast in Hammond, Gary and East Chicago.

Floyd Kellstrom was elected vice-president for a one-year term, and in the other contested election, James Coady was voted three-year trustee.

Automatically re-elected without opposition were G. Russell Jenkins, business representative for a five-year term; Frank Zudock, recording secretary, and Joseph J. Jadrnak, secretary-treasurer.

Golden Rule Plea For Safe Driving

Walter W. Belson, director of public relations for the American Trucking Associations, Inc., declared that the nation's motor carriers are handling a record volume of freight and therefore must redouble their efforts to prevent loss and damage of merchandise.

Addressing the annual convention of the Virginia Highway Users' Association, Mr. Belson also called for an increase in the carriers' safety activities, with special emphasis on courtesy.

With the full cooperation of every driver in the nation, we could effect an important reduction in the annual total of traffic accidents simply by close observance of the Golden Rule, he said, adding:

"A courteous driver must necessarily be a safe driver. There are many simple practices that every driver should follow as a matter of habit. Dimming his lights, for example, or staying in the right-hand lane, or pulling over at the top of the hill when a long line of cars has piled up behind him, so as to let them pass before he picks up speed on the downgrade.

"These things are fundamental courtesies to the average professional driver, but there are too many who still disregard them."

S. W. HELTON

Things We See at 543

The following officers for Local 543, Lafayette, were elected in our regular meeting Saturday, December 27, 1947:

President Glen Rabanus
Vice-President Lewis Runda
Recording Secretary Luther Emmett
Secretary-Treasurer S. W. Helton
Three-year Trustee Fay Meneely

All were elected without opposition. At present our two-year trustee is Otis Sense and the one-year trustee is Byrle Coffman.

We just recently settled our Alton Box Board negotiations by signing them on the Over-the-Road Agreement. We also have the mechanics and yard men there.

The sudden death of Carl Elliott at Frankfort was a shock to our drivers at Ingram-Richardson, as he was the despatcher over these men. He will be greatly missed because of his broad mindedness and fair dealings.

Arthur Earl (Curley) Lock is in the novelty business. He specializes in "Kilroy Was Here" with popcorn as a side line since the crops have been harvested on the Lock Ranch. He was recently in the potato business but gave it up because they are too heavy to handle.

Mrs. Meneely gave Fay an erector set for Christmas. Any other truck drivers who enjoy playing with toys are invited to play with Fay.

We have opened our contract with the Indiana Lock Joint Concrete Pipe Co.

Don't forget our regular meeting dates—at Lafayette the third Monday of each month. At Frankfort the last Saturday of each month.

ROSEMARY

Up to Date with 188

On December 2, 1947, Local 188 had an election of officers and the following officers were elected to their respective offices:

C. E. Davis—President;
L. W. Bea—Secretary-Treasurer;
Alvin Hudson—Recording Secretary;
C. R. Kinnaman—Vice-President;
William P. Smythe—Trustee.

On December 6, 1947, the Executive Board and office girl went to Sheridan to attend a dinner with the Indiana Condensed Milk Co., employees at Sheridan, Miami, Flora, Lebanon and Lewisville. We had a very lovely dinner and a good time at Sheridan even though the crowd wasn't what was expected by President Davis. The dinner was served by Job's Daughters and they did a very fine job.

On December 13, 1947, the local had its annual Stewards' Christmas party, at which time Christmas checks were distributed. In addition to the stewards we had several guests present. Mrs. Katherine Keller, widow of the late O. B. Keller, who was steward at West Baking Co., and also Secretary-Treasurer of this local; George Frieje, Secretary-Treasurer of Bakery & Confectioners' Workers; Miss Frances Mayberry; Mr. and Mrs. Cecil Anderson from Kokomo; Robert Taylor, son of Brother Taylor, who is steward at Sunshine Biscuit Co.; Mr. and Mrs. Ringenberger, of Home Made Pie Co.; Mr. and Mrs. Don Eathen, of National Biscuit Co.; Mr. and Ed Barnes, of Sheridan; Mr. and Mrs. George Staley, also of Sheridan; Mr. and Mrs. L. G. Miles, attorney for the local; Mr. and Mrs. Ted Williams, International Representative, of Firemen and Oilers; Mr. and Mrs. Bill Kohee, Delbert Lewis and Thomas A. Nolte, my better half.

Also present were Mr. William P. Smythe and Mr. and Mrs. Ray Eccles, both being members of the Executive Board.

There weren't very many of you stewards here at the party and Mr. Davis would like to know if you want it continued each year or if it should be discontinued.

Mr. Davis has asked me to thank each and every one of you for the lovely Christmas cards which were received by the local and also by him and his family.

Congratulations are in order for Mr. and Mrs. William Hobbs, Mr. and Mrs. John Stayton, Mr. and Mrs. Glenn Lantz, Mr. and Mrs. Edward Henry, Mr. and Mrs. Denver Gregory, Mr. and Mrs. William Hendrickson, Mr. and Mrs. William Robbin, Mr. and Mrs. Walter McCullough and any other of the members and their wives who have had family increases this month.

Brother Harry Gilbert, Steward at Omar Garage has been ill and in and out of the hospital two or three times this past month, but is improving very well.

Mrs. Ethel Reid, mother of Richard Reid, Ward Cake man, has been in the Read Memorial Hospital at Richmond for an operation, and we hope she is completely recovered by now.

Brother Lee Bobbs, Regan Bread man, was in an accident and is home recuperating from it.

Little Miss Michele Kinnaman, four-year-old daughter of our own Dick Kinnaman, has been in the hospital with toxine poison, but is home now and has forgotten all about being ill.

James Quillen, who is a Continental employee, has undergone an operation in the Methodist Hospital. Also Brothers Paul Wycoff, of Omar, and Don Waggoner, of General Baking Co.

Richard White, who recently left the employ of West Baking Co., died of a heart attack Monday, December 29, 1947, at his home in Frankfort. His survivors have our deepest sympathy.

If any of you members stumble on to any news items please send them to the office and we will see that they get in this column.

HARRY HUDSON

Heard and Seen at 716

We, the officers of Teamsters Local 716, extend to all members and families our best wishes for a Happy and Prosperous New Year.

NOTICE! NOTICE!

Meeting nights for Local Union 716 are as follows:
Private Owners—1st Wednesday of each month.
All other crafts—Last Friday of each month.

Due to an error, the last issue of "The Indiana Teamster" omitted a few names of those who were nominated as officers of this Local. The complete list of new officers is as follows:

Edward T. Carlson, President;
Harry R. Hudson, Secretary-Treasurer;
William F. Dewey, Vice President;
Earl Hyde, Recording Secretary;
Earl L. Yount, Trustee;
William Magee, Trustee;
Howard Pipes, Trustee.

SPECIAL!

We have plenty of Beneficiary Cards filled out, but members are neglecting to pay their dues on or before the first of the month. No cards will be sent to the home office of the insurance company until dues are paid. All members who have paid January dues will be notified when to pick up their policies at this office.

We are still in negotiations with the American Aggregates Corp.

We regret to announce the death of Brother Frank Adams, who was employed at the South Plant of the American Aggregates Corp. Prior to Brother Adams' death, he fell while at work and broke his leg. His death was caused by pneumonia. Mrs. Frank Adams was presented with a check from Local Union No. 716 by Harry R. Hudson, secretary-treasurer.

Brother Tommy Robbins, of the Indianapolis Paint and Color Co., lost his wife recently and the officers and members of Local Union No. 716, belatedly informed, now extend our deepest sympathies to Brother Robbins and members of his family.

We extend our deepest sympathy also to Edward Gary, of the Ready Mixed Concrete Corp., in the death of his mother.

Joint Council Has Election

(Continued from page 1)

Three members were nominated for Three-Year Trustee and will be voted on at the next meeting of the Council, January 16.

Joint Council No. 69 represents all union Teamsters of Central Indiana having membership in 11 locals, extending from Muncie and Richmond on the east to Terre Haute, Clinton and Lafayette on the west and from Kokomo and vicinity to Indianapolis.

Local 11 Member Dies in Evansville

EVANSVILLE—Funeral services were held at the Zeimer Funeral home for Arden W. Dawson, age 41, whose death occurred at the home of his brother, Harold, 629 East Florida street.

Mr. Dawson, who was a member of the Cab Drivers Local No. 11 for five years, was an employee of the Yellow Cab Co. He was a veteran of World War II, and belonged to the Eugene Pate Post, American Legion; the Eagles Lodge and the Woodmen of the World, and was a member of the Bethany Christian church.

Besides the brother, Harold, he is survived by another brother, Verlin; two sisters, Mrs. Lavonda Harl and Mrs. Vera Miller, and a foster sister, Mrs. Nellie Williams.

STEVEN TOTH

News Aplenty at 520

Another election is over and our present Executive Board has been reelected.

Frank Potesak, our Business Agent, was top man as a vote getter in his bid for reelection.

Walter Schubert of McKeown, our President, was able to win by a comfortable margin.

Geo. Adams, our present Trustee, was reelected for three years.

Adolph Farber, Jr., and Kai Borsists were reelected without opposition.

Yours Truly was reelected again for another year.

Our construction work is still going along in fair shape.

Chas. Ethington is coming along fine with his ailment and should be out of the hospital in a few days.

Geo. Nichols of Kellogg Co. has finally licked his heart trouble and is back working again.

Harvey Clack of Ben Crowes is slowly regaining his health.

Jack McShane, an Irishman; Jos. Burba, a Pole; Nick Vukovich, a Croatian, and Tony Novak, a Slovak, were our Tellers. What a combination! ... I wonder who out of the bunch could count? ... I suppose Mary Warner, our office girl, had to do the tallying.

Us guys of Local 520 wish all you guys in Indiana a very prosperous New Year.

NAM boasts it has a slush fund of three million dollars for propaganda purposes against Labor. Why should Labor hesitate to raise an equal or greater amount to tell the truth?

Sawochka Explains Strike Against Gary Auto Dealers

(Continued from page 2)

ians, fire fighters, iron workers, musicians, printers, steamfitters, school teachers, etc.

Michael Sawochka, president of Union No. 242, has thrown picket lines around two companies, the Buffington Motors, Nash Agency, at 655 Washington, Gary, and the Gary Motor Sales Co., operated by Frank Herschbach, at 1081 Broadway.

Herschbach's attorney, one Maleczewski, has been charged with deliberately trying to run down a striker in his automobile, and Sawochka has written an open letter to Herschbach, accusing him of bad faith and duplicity in dealing with the union.

President Sawochka's letter, published on page 1 of the *Labo Beacon*, explains why his union has been forced into the walkout, in full, as follows:

OPEN LETTER TO MR. FRANK HERSCHBACH PRESIDENT, GARY MOTOR SALES, INC.

Dear Mr. Herschbach:

I am sure the Motoring Public and many of our Business and Professional people of Gary would be interested in learning the true facts regarding the difficulty that exists at present between your firm and the Automotive and Specialty Employees Union Local No. 242, affiliated with the American Federation of Labor, the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, the Lake County Central Labor Union, and the Teamsters and Chauffeurs Joint Council No. 11. (REALLY, MR. HERSCHBACH, WITH ALL OF THE ABOVE-MENTIONED AFFILIATIONS I BELIEVE YOU AND YOUR ASSOCIATES WILL FINALLY HAVE TO ADMIT THAT LOCAL 242 IS NOT "MIKE'S" PERSONAL UNION.)

With this thought in mind, I would like to ask you a few questions which, if answered truthfully, would clear up any doubts in the minds of anyone concerned or interested:

(1) Can you deny, Mr. Herschbach, that at a joint conference conducted by a United States Conciliator at the Gary Hotel you advised the Commissioner that you were going to negotiate and sign a separate contract with Local 242? (IF YOUR MEMORY IS HAZY ON THIS QUESTION, ASK THE COMMISSIONER.)

(2) Can you deny, Mr. Herschbach, that in spite of the fact that your shop was organized 100 per cent and operating under a signed Union contract you allowed the Gary Automotive Trade Association to PERSUADE you this time not to sign a Union contract with Local 242?

(3) Can you deny, Mr. Herschbach, that after Association negotiations had ended you asked me to poll your men on the acceptance of your offer of a 15 cents per hour increase, and stated that if your offer was accepted you would sign a Union contract? Your offer of 15 cents, as you know, was accepted unanimously. (IF YOUR MEMORY TROUBLES YOU ON THIS QUESTION, ASK YOUR MEN WHO ARE STILL ON STRIKE ABOUT YOUR PROMISE TO SIGN.)

(4) Can you deny, Mr. Herschbach, that immediately thereafter you and your attorney, William Maleczewski, and I met at your office and agreed on the terms of a Union contract, CHANGES IN WHICH WERE DICTATED BY MR. MALCZEWSKI TO YOUR SECRETARY, TYPED BY YOUR SECRETARY ON YOUR TYPEWRITER, AND PASTED INTO THE UNION CONTRACT BY MR. MALCZEWSKI?

(5) Can you deny, Mr. Herschbach, that you then told me that you had called a special meeting on the same day of the Gary Automotive Trade Association Labor Committee, of which you were a member, and further told me that you were definitely going to advise the Association, regardless of what they as an Association might do, that you were going to sign the contract mentioned above, which at least until 12 noon of that day was acceptable to you, your attorney, your employees and the representatives of the Union? (I WONDER WHO TOLD WHO AT YOUR ASSOCIATION LABOR COMMITTEE MEETING.)

(6) Can you deny, Mr. Herschbach, that there was never any sincerity in your negotiations, that you and your Association purposely and

deliberately stalled and prolonged negotiations, hoping that the Taft-Hartley Bill would become law and that in some manner your group would be able to utilize that Act to your advantage and to the detriment of your employees? (DON'T YOU REALIZE BY NOW THAT THIS IS A FALSE HOPE?)

(7) Can you deny, Mr. Herschbach, that even while negotiations were in progress between your group and a committee from the Lake County Central Labor Union, members of your Association were making separate deals with their employees contingent upon the employees resigning from the Union? (WAS THERE ANY SINCERITY OR HONESTY HERE?)

(8) Finally, Mr. Herschbach, you will have to admit that Local 242 has done everything humanly possible to effect a settlement. I HAVE EVEN OFFERED TO RESIGN, if your group would honestly and truthfully negotiate and conclude a Union contract with other representatives of Local 242.

In conclusion, let me remind you, Mr. Herschbach, that for approximately the five years during which you have done business with our organization you have had, not average labor relations, but YOU HAVE HAD, WITHOUT EXCEPTION, PERFECT LABOR RELATIONS. You have done your own hiring, you have done your own classifying and classifying, as you know, governs the rate paid to Mechanics, you have never had any interference whatsoever by our Union in the operation of your shop (WHICH IS MORE THAN YOU CAN SAY FOR YOUR ASSOCIATION), and as a final reminder, Mr. Herschbach, if you are ever permitted by your Association to handle your own Labor Relations, we as an organization will again give you the kind of Labor Relations you enjoyed prior to the time the Gary Automotive Trade Association took over your Labor Relations matters.

Sincerely and truthfully yours,

(Signed) Michael Sawochka

General Organizer

Local Union No. 242

Automotive and Specialty Employees, A. F. of L.

Nation's Farmers Are Cleaning Up

WASHINGTON—The nation's farmers earned about \$30,800,000,000 in cash this year, the Agriculture Department reported.

Receipts from farm products were estimated at \$30,000,000,000, or 19 per cent more than last year. Government payments, largely for carrying out soil conservation practices, totaled about \$340,000,000, a reduction of about 60 per cent from last year, when subsidies were paid to encourage production of dairy products, beef cattle, sheep and lambs.

Farmers' gross income was estimated at \$34,600,000,000, or about 20 per cent above last year. Gross income includes cash receipts and the value of the farm products consumed on the farm and the rental value of farm dwellings.

Production expenses were estimated at about \$16,600,000,000. Deducting expenses from gross income, farmers realized a net income of about \$18,000,000,000, or about 20 per cent more than last year.

Construction Up 30%

WASHINGTON—New construction in the United States increased 30 per cent during 1947 and cost in excess of \$12,800,000,000, the Department of Commerce estimated.

The level of new construction in the last two months of 1947 gave general support, according to the department, to the estimates for 1948 announced in mid-November. These figures, a joint estimate of the Department of Commerce and the Department of Labor, indicated that the total new construction in 1948 probably would reach \$15,000,000,000 or an 18 per cent gain over the total for 1947.

New private construction in 1947, estimated at \$9,878,000,000, showed a rise of 28 per cent in comparison with the corresponding figure for 1946. Privately financed public utility construction in 1947 totaled \$1,308,000,000, a gain of 53 per cent over 1946.

Banner Year For Trucking

WASHINGTON—Ed J. Buhner, president of the American Trucking Associations, Inc., declared December 28 that the trucking industry established all-time records during 1947 for the volume of freight handled and the number of vehicles in use.

In a review of the year, he said the loadings of revenue freight topped even the peak war year of 1943, reflecting heavy production of civilian goods and a still-growing demand by shippers for truck transportation.

Truck loadings were double the average volume handled by for-hire carriers in the three-year base period of 1938-1940 used by ATA for its truckloading index, he said, and were 11.5 per cent above the monthly average for 1946 and 9.1 per cent above that for 1943.

The increased demand for motor carrier service, both private and for-hire, and a record production year for truck manufacturers, he said, combined to raise the total registrations at the year's end to an estimated 6,492,000 trucks, a 20 per cent increase over the 1946 total of 5,423,000.

Another major development, he said, was the mapping of plans for close coordination of truck and air cargo facilities to provide a new, high-speed transportation service into every community in the United States.

A MILLION TEAMSTERS!

The Brotherhood of Teamsters reported a record-breaking membership of 1,062,000. Daniel J. Tobin, president, said in the January issue of *The International Teamster* that the union had signed 75,000 to 100,000 new members since the Taft-Hartley law "aroused the workers."

TEAMSTERS IN DRIVER OF YEAR CONTEST

Six Indiana IBT Members Among Best

Six union Teamsters of Indiana who have been designated in monthly citations as being unusually good truck drivers are automatically entered in a contest now being conducted by the American Trucking Associations, Inc., to select the "Driver of the Year" from all the best drivers in America.

The winner will receive a trophy and \$600 radio-phonograph combination from the American Bantam Car Co. and will be given a free trip to New York and Washington. His wife, if he has one, can go along.

Indiana's six "Drivers of the Month" as selected from time to time during the year by *The Fifth Wheel*, official publication of the Indiana Motor Truck Association, are:

Edwin Titzer, of Teamsters Local 215, Evansville;

Charles A. Harris, Local 414, Fort Wayne;

Homer H. Tyler, Local 135, Indianapolis;

T. E. Derbyshire, Local 135, Indianapolis;

William J. LaRoche, Local 135, Indianapolis;

Roy Eddington, Local 144, Terre Haute.

Selecting the Winner

Explaining the contest, the American Trucking Association says:

Three of the nation's top-ranking figures in the highway field will serve as judges to select the truck "Driver of the Year."

Chairman of the panel of judges will be Major General Philip B. Fleming, general chairman of the President Truman's Highway Safety Conference. A. W. Bohlen, executive director of the American Association of Motor Vehicle Administrators, and Arthur C. Butler, managing director of the National Highway Users Conference, both of Washington, D. C., will serve with General Fleming.

The winner will be selected from among those truck drivers who have earlier been named "Driver of the Month" in competitions held throughout the country by the state trucking associations. These drivers were put in nomination by state police, newspapers, motorists and trucking companies on the basis of outstanding performance, particularly heroism, on the highways. Among the candidates for the title are many who rescued motorists from death at great personal risk and drivers with outstanding records for courtesy and safety performance.

AFL Air Program Shifts to New Time

WASHINGTON, D. C.—Commencing January 4, the American Federation of Labor shifts its radio activities to a new program entitled "America United," a half-hour round-table discussion of pertinent and timely topics of interest to labor and the nation.

The program, originating from Washington, will be heard from 1 to 1:30 p. m. each Sunday over the nationwide network of the National Broadcasting Company. Consult your local newspapers for the exact time of the broadcast in your community.



EDWIN TITZER

CHARLES A. HARRIS



WILLIAM J. LA ROCHE



HOMER H. TYLER



ROY EDDINGTON

Here are five of the six Teamsters selected by the Indiana Motor Truck Assn. as drivers of the month and who are therefore up as contestants for the national title. The sixth driver, Pop Derbyshire, was pictured in this publication recently.—"Fifth Wheel" photos.

D. E. MAHONEY

On the Line with 369



Hats off to H. L. Oliver, owner of the Delaware Trucking Co. in Muncie, who will be 93 years of age on April 15. Mr. Oliver is the oldest truck owner in our jurisdiction and is still going strong. You never go in his office but Mr. Oliver is there to greet you, and our business relations with him have been very satisfactory. Our best wishes go to Mr. Oliver for many more successful years.

Harold Knauer, who has worked for several different trucking companies in and around Marion as a driver, dock foreman and rate clerk, has started a trucking company of his own, to be known as the KNAUER CARTAGE CO., with headquarters at 1312 West 8th St., Marion. A new dock has been built at this address and Mr. Knauer is doing pick-up and delivery service for some of the trucking companies that do not maintain their own terminal service in Marion, and also local cartage service. Mr. Knauer was a member of Local 369 several years ago, and has deposited his withdrawal card and is again an active member. Working with him is Russell Adams, who formerly worked for the Commercial Motor Freight for several years.

Herbert Keene, working for the Sanitary Beverage Co. of Marion, was delivering beer in Gas City and jumped from the truck down onto the sidewalk and broke his leg. He was rushed to the Marion Hospital, where he was treated for shock and his leg was set and placed in a cast. Just a year ago on Christmas Eve, Mr. Keene's wife slipped on some ice and broke her leg. The Keenes' seem to be having a lot of tough luck with broken legs.

The Dibble Transfer Co. at Marion, owned and operated for the last 15 years by Orville and Ethyl Dibble, has been sold to Gerald Carr, and will be known as the CARR CARTAGE CO. Mr. Carr has been a member of Local 369 since 1937 but was out on a withdrawal card since 1943 when he was promoted to manager at Commercial Motor Freight terminal in Marion. After leaving Commercial, he was a salesman for Truck Trailer Sales Inc., a firm in Marion owned and operated by Max Harwood. Mr. Carr has deposited his withdrawal card and expects once again to be an active member of the Local. All his friends in Marion and vicinity wish him the best of success in his new enterprise. Working for him will be William Ieschour, Byron Miles and Harvey Hawthorne, all members of long standing with 369.

Orville Dibble, who is known to his many friends as POP DIBBLE, has been in the transfer business for the last 25 years in Marion and has also been a member of Local 369 for the past ten years. He hauled transfer freight in Marion with horses and wagons before there were any trucks in that business here, and now, having reached the ripe age of 65, he decided he had driven a truck long enough and has bought himself a farm near Larwill, Indiana, and plans to retire there.

Brother Fred Eyer, driver for the Delaware Trucking Co., has been on the sick list, but we're glad to report that he is back on the job. Brother Eyer has been employed by this company since the end of World War I, and is one of the oldest members in this Local. He is 62 years of age and if you want to keep your watches correct, you can do so by checking him through any town between Muncie and Detroit. He's just as regular as the old clock.

TO ALL MEMBERS OF TEAMSTERS LOCALS AND ALL OTHER AFFILIATED LOCALS IN THE A. F. OF L.: DO NOT BE MIS-LED BY THE FANCY ADVERTISING THAT DIETZEN BAKERY IS PUTTING OUT. THEY ARE STILL ON THE UNFAIR LIST WITH THE TEAMSTERS AND BAKERY EMPLOYEES. PLEASE PATRONIZE MEMBERS OF THE TEAMSTERS LOCALS !!!

We have just completed signing the following contracts:
Naas Canning Co.—15 cents an hour and one-half cent per mile increase.

The three cab companies of Muncie—Craig Cab Co., Ray Cab Co. and Veteran's Cab Co.—3 1/2 per cent increase on commission.

Colonial Baking Co. and Singer's Bakery, signed for 15 cents per hour increase for garage employees and base pay raise \$5.00 per week for sales drivers.

PAUL AND ED

The Look-See with 233

Pres. Leo J. Bauer has appointed Harry Bowers, of John Wachtel Co., warden and Dale Murphy, of the A & P, conductor of this local.

The A & P Warehouse employees had a dance that was well attended, at the Liederkrantz Hall, Saturday night, Dec. 6. J. Paul Higgs, secretary-treasurer, appeared in behalf of the local officers.

Sorry to hear that Brother Paul Hackelman, of Wadley Co., is ill.

With the first stay-on snow, the hunters are all fitters. Too bad Bros. Carl Hovermale and Elmer Oliphant, of Indiana Terminal, have only their Saturdays off.

Say! Where were you at the last General Meeting? It's every first Wednesday of the month, you know.

Glad Brother Leon Fleming, of A & P, is home from the hospital.

The boys at C. D. Kenny Co., are still hoping, along with the officers of the local, that the NLRB will hold their election, so they can get the union security and wage increases due them.

The Fred Beck Liquor Co., has signed a new agreement with some nice issues and pay increases.

You can call the drivers from Bi-Products "Brother" now. Welcome!

Hilgemier's and South Side Storage are all set for '48, with a new contract, more money, etc.

By this time the New Year's headache is worn off. So, Happy New Year next year!

14-Point Safety Program Offered For Teamsters by Trailer Company

In a special "Get Set for Winter" service program, a trailer company urges trailer operators to give particular attention to 14 carefully selected preventive maintenance operations.

Following are the points listed in *The Fifth Wheel* to protect equipment against schedule failures, unnecessary delays and increased winter hazards.

1. Check brake lining to insure proper friction for fast, positive stops in all kinds of weather.
2. Check brake drums for scoring and cracking.
3. Check relay valves. Clean and oil. Sticking or leaking valves cause brake failure. Install prescribed anti-freeze for cold-weather operation.
4. Install alcohol evaporator to prevent air-brake freezing in severe temperatures.
5. Install synchronizer valve on vacuum-equipped tractors.
6. Install vacuum or air hand-valve for independent control of trailer brakes.
7. Service and refill sanders to be sure they function properly.
8. Check wheel bearing lubricant. Replace worn-out grease with new to insure satisfactory on-the-road operation.
9. Check springs and tighten U-bolts.
10. Check axle alignment. When axles are in line, perfect tracking is assured and excessive tire wear eliminated.
11. Check underconstruction. Worn hangers, pins, shackles and bushings cause excessive tire wear and often road failures.
12. Check upper and lower fifth wheels for excessive wear. Lubricate fifth wheel.
13. Lubricate all high-pressure grease fittings with factory-prescribed lubricant.
14. Make sure all lights are operating properly.